

INFLAMMATIONS.

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CHRISTMAS CRACKERS.

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A large assortment of ENGLISH and

JAPANESE CHRISTMAS CAEDS, of

handsome and artistic designs, suitable to all

tastes and at moderate prices.

A. S. WATSON & CO. LIMITED.

The Hongkong Dispensary.

Established A.D. 1841.

Hongkong, 2nd November, 1893.

NOTICE TO CORRESPONDENTS.

Only communications sent to the news columns

should be enclosed to the Editor.

Correspondents are requested to forward their names

and address with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

All letters for publication should be written on one

side of the paper only.

No correspondence will be published unless the Editor

has received a communication addressed to the

Editor, not for publication, but as evidence of good

faith.

On the 2nd inst., at the Cathedral, Mass, HENRY

WILLIAM DIXON, of Hongkong, to STEPHEN A.

DOLAN SANCHEZ.

The Daily Press.

HONGKONG, DECEMBER 4th, 1893.

The more Sir Thomas McLachlan's

action in promoting the landing of a French

cable on the Australian shore is examined,

the more ill-advised does it appear.

There is, of course, no reason why permission

should not be accorded for the landing of a

foreign cable, but that the Governments of

Queensland and New South Wales should

have gone out of their way to assist in

a subsidy is remarkable, seeing that Aus-

tralia can receive no commensurate benefits

from the undertaking. Queensland's action

in the matter appears to have been dictated

solely by spite against the Eastern Extension

Telegraph Company, and so carried New

South Wales with her. The former colony's

long standing bitterness against the Company

arises from the fact that the first Australian

cable was landed at Port Darwin instead of

Normanton, thus making South Australia,

Queensland's rival, the medium of com-

munication with the other colonies. The

reason for landing at Port Darwin was that

the Company thereby was saved the construction

and maintenance of a long and expensive

land line through a difficult country. The

Queensland Government were mortally

enraged at this and have ever since exhibited

extreme hostility to the Company. Sir

JOHN FINLAY, the Chairman of the Company,

ing what, from that point of view, must

be regarded as an anti-British enterprise.

So far as it goes the cable offers no serious

menace to British interests, and the idea of

carrying it right across the Pacific is of

course impracticable, for it would be very

many years before it could pay as a com-

mmercial enterprise and neither the Australian

Colonies nor Canada would contribute any

subsidy to a foreign cable along that route.

Queensland and New South Wales seem, in-

deed, already alarmed of the share they have

taken in the small New Caledonia enterprise,

as they have good reason to be, for their ac-

tion shows how far parochial spite will some-

times override high Imperial interests in the

mind of even leading and ordinarily patriotic

statesmen.

Naturally the question of rates suggests

itself in connection with any considera-

tion of cable communications. Sir THOMAS

McLachlan's contention is that a rate of

1s. or 1s. 6d. a word from Australia to Eng-

land would pay, but a rather significant

commentary on this is the fact that over the

short stretch of cable from Queensland to

New Caledonia, which has the advantage of

subsidies from France, from Queensland,

and from New South Wales, the rate is

1s. 6d. a word. Of course if the various

Governments liked to guarantee a specified

dividend the rates could be fixed at any

figure desired, the loss if any being made

up by the taxpayers, but as long as the

cables are worked on a commercial basis no

must be prepared to see the cable companies

straining every nerve to maintain their

monopoly and the highest tariff they can

extract from a long suffering public. From

the point of view of the shareholders of

these companies and the position of

trust occupied by their directors, could

any higher complain be paid to them

thus? To make big dividends and to

prolong the period of doing so is what the

directors are there for. Such at least is the

view taken by shareholders in respect of our

various local companies, and the cutting of

rates of freight, which has diminished the

earnings of the shipping concerns so woefully

during the last few years, has not been

viewed with universal favour, nor are the

directors looked upon as spoilers of the

public because they are now succeeding in put-

ting rates up again. The advantage of cheap

telegraphy, however, cannot be denied and

all public bodies are bound to work for it

with might and main, but always bearing in

mind the impolicy of cutting off one's nose

to spite one's face. There are Imperial in-

terests to be considered that must outweigh

any mere question of rates. If by encourag-

ing foreign competition the cable tariffs were

reduced below the paying point, or below a

point which the management chose to de-

clare was the paying point, the Government

would be forced to give a

subsidy, for Great Britain could not afford

to be dependent on foreigners for her tele-

graphic communication with her depen-

dencies. From whatever point of view it

be looked at, therefore, the agitation for cheaper

telegraphic rates should stop short of sub-

sidizing foreign companies.

The P. & O. steamer *Merila* left Singapore

for this port at 10 a.m. on Saturday.

Mr. Colin M. Ford sends Mr. Gardner, as

British Consul at Amoy.

The remainder of the Shanghai Municipal

Council's order for a Jubilee stamp has arrived.

The steamer *Galaxy*, recently reported

as near Singapore, was towed off by H.M.S.

Palas.

H.M.S. ship *Daphne*, Commander Mac-

Arthur, arrived at Shanghai on the 29th ult.

from Hongkong.

On the 29th inst., at the Cathedral, Mass, HENRY

WILLIAM DIXON, of Hongkong, to STEPHEN A.

DOLAN SANCHEZ.

The delivery of the English mail was begun

at 4.15 p.m. yesterday.

The D. R. steamer *Prigga*, from Hamburg,

left Singapore on the afternoon of the 1st inst.,

and may be expected here on or about the 8th

inst.

While two Chinese were in a boat at the

mouth of the Gela River, we learn from the

Free Press, a Chinese canoeist killed one of

the men who were taking out water, the canoe

and carried him under the water. The man

cried to his companion and some Malays on the

bank close by, but they were unable to do

him any assistance. About four years ago this

man was a free man, but was so badly bitten by

a crocodile that one of his legs was amputated

above the knee in Larut Hospital.

It will be remembered that the Japanese

Government made a special provision to increase

the strength of the Navy, and that in pursuance

of the decision they intend ordering two iron-

clads in Europe and building a cruiser and

dispatch vessel in Japan, the armament for which

will be purchased in Europe. A correspondent

of the *London Standard* writes that the

British Government is much interested in the

order. Hitherto *Armstrongs* have got

most of them, in consequence of a little al-

location made in midwinter by a Japanese

officer, whose name was attached to the order.

The correspondent doubts, however, whether the

firm will get the whole order this time, and he

says that France will obtain some portion.

The following letter is published in the *Gazette*

for general information:

Council Room,
Shanghai, 29th Nov. 1893.

Sir,—I have the honour to acknowledge the

receipt of your telegram conveying the

intention of the colony on the occasion of our

Jubilee.

The friendly relations which have always existed

between the colony of Hongkong and this com-

munity have been further strengthened by the

kindness and goodwill which I beg you will

extend to me and my family, and which I

trust will be reciprocated by you.

The corresponding duties, however, whether the

firm will get the whole order this time, and he

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The press comments bitterly on the

attitude assumed by Sir Sargola.

It is stated that the Sultan's brother is ill

and that the Sultan's brother is ill

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SHIPPING IN PORT.

Mathilde, German str. 609, P. Moor
Siemens & Co
MooCo, China-str. 1,338, Laut.
C. M. S. N. Co
Munster, British str. 323, B. Brandt
Butterfield & Swire, for Sundakan
Namon, British steamer. 663, Harris
Douglas Laorak & Co. for Coast
Pacting, British str. 1,038, Wright
Butterfield & Swire
Paisir, British str. 234, Chinese, for
Pha Chua Chom Kio, Brit. str. 1,01

Pollux, German steamer, 888, Gofken
 Mehlhorns & Co
 Cowan, British str., 1842, S. W. Goggin
 & M. Steamboat Co., for Canton
 Radnorshire, British str., 1920, Davies
 Dodwell, Carill & Co
 Riverdale, British str., 1311, Pack
 Jardine, M. & Son & Co
 Bahila, British str., 174, Nant

and
 running
 cargo
 J. Y.
 till 4
 and
 note

Mechers & Co
 Tai On, British str., 769, Goldonski
 for Canton
 Tamrind, Norw. str., 628, Haastberg
 Orlov
 Thales, British steamer, 820, Hodgki
 Douglas Lyprah & Co

SAILING VESSELS.

Order
Berlin, Amr. ship, 1517, Whitmore
Order
Clara Jackson, Brit. sch. 32, Butcher
Gibb, Livingston & Co
Kitty, Brit. sch. bark, 803, Wilson
Order
Lothar, Ita's bark, 794, Calraug;
D. Munoz & Co.

Nam Shun Sing, Chinese 3-m. sch.,
 Li-tong, Aug. 3, Chinese
 Sohem, Amr. ship, 1,312, Bartlett
 Carlwit & Co. for New York
 Sin K. Lee, British bark, 674, Olin
 Order
 Tarango, British bark, 435, Kennel
 J. White
 Thornbury, Brit. bk., 948, Winchest

AMOT,
Port on 29th November.
Bjorg, Norwegian str., 48, Lyck
Paedig & Co
Cape City, British birk, 493, Bolwa
H. A. Petersen & Co
Elisabeth, German birk, 414, Kro
Paedig & Co

VERTIN, British ship, 298, Anderson
 H. A. Peterson & Co
 POOLHOW.
 In Port on 25th November, 1
 Cito, German steamer, 357, Brandt
 Minchin & Co
 Isar, British steamer, 1,415, Burgwyn
 Jardine, Matheson & Co
 Takai, British steamer, 838, Forrest

In Part on 27th November. 18
Anglo-India, British str., 441, Camp
Nils Møller
Benledi, British str., 1, 159, Farquhar
Gibb, Livingston & Co
Canton, British str., 1, 110, Sellar.
Janlin, Matheson & Co
Chintang, British str., 435, Winsor
C. M. S. N. Co

Chrysatsu Maru, Japanese str., 1,500.
Nor. 21, Liao J. Sa
Davenport Hall, Brit. b. 1,918, Slater,
Jardine, Matheson & Co
Felling, British str., 712, Morgan;
Butterfield & Swire
Fushan, Chinese str., 1,504, Liao-wai-
O. M. S. N. Co.
Uacohang, Chinese str., 360, Frigate

Linsching, British sh., 1,080, Young
 Jardine, Matheson & Co
 Mount Washington, Amr sh., 1,162, C
 28, Brunet
 Newchwang, Brit. str., 557, Newon n
 Butterfield & Swire
 N. P. Blanchard, Amr ship, 1,503, B
 Oct. 13, C. & J. Trading Co
 Orms, French steamer, 1,819, Ormont

C. M. S. N. Co
Rangoon, British str, 1,915, Browne,
P. & O. S. N. Co
Rangoon, British str, 2,019, Gadd,
P. & O. S. N. Co
Shanghai, British ship, 1,290, Allan,
Butterfield & Swire
Soochow, British steamer, 999, Martin
Butterfield & Swire

Yasoching, Chi. str., 761, Harris,
C. M. S. N. Co
NAGASAKI.
In Port on 15th November, 1898
Kozaki-maru, B-rge, 400, Kagaawa,
Yusen Kaisha
Tabu Maru, Japanese bark, Simonsen,
Yamaguchi

In Port on 22nd November, 1868
 Angra, German ship, 1,390, Bothe,
 M. Raspe & Co
 Changsha, British ste, 1,161, Williams,
 Butterfield & Swire
 Glen Buchanan, Brit. bk, 2,071, Harrie
 Delcamp & Co
 Clara, German steamer, 675, Island

Butterfield & Swire
 Quamco, British steamer, 1,311, Price.
 Dodwell, Carlin & Co
 Oversea, British str., 1,279, Harvey.
 Butterfield & Swire
 Owari-maru, Japanese str., 656, Motoji,
 Nippon Yusen Kaisha
 Sagami-maru, Jap. str., 1,163, Crichton,
 Nippon Yusen Kaisha

On well, Carilli & Co
Took-mura, Jap. str., 1:97, Tsuge,
Niison Yasuo Kaisha
Ulysses, British str., 2:99, Lapage,
Butterfield & Swire
FOURTH A.M.
Is set on 21st November, 1893.
After, British colonist, 54, Pyne,
Boston

Amor. High chauer, 35, T. ugent,
Nap. Perry
Diaz, American sch, 74, P. terson,
Canton
Ocean, German, str., 1,023, Behrens, N
Lincoln, Ewrs & Co
Rauher, Amr. sch., 55, Snow, Oct, 18
1883
S. Man, British sch., 93, R. Maffiel, S.

Verona, British str. 1,878, Toogoe, N.
P. & O. S. N. Col
Warlock, British steam-sh. 41, Riedder
17, Captain
HANGKOK.
In Port on 18th November, 1893.
Borneo, British steamer, 404, Hunter, N.
Ban Hong & Co
Diederikszes Jor str. 712 Hunewald, N.

Oct. 30, Bo nao Co
Medusa, British steamer, 203, Fribe, No
Windsor & Co
Taiyick, German steamer, 203, Emke, No
Windsor & Co

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